

BAY AREA TOLL AUTHORITY

Regional Measure 1 Toll Bridge Projects

Project Monitoring Program

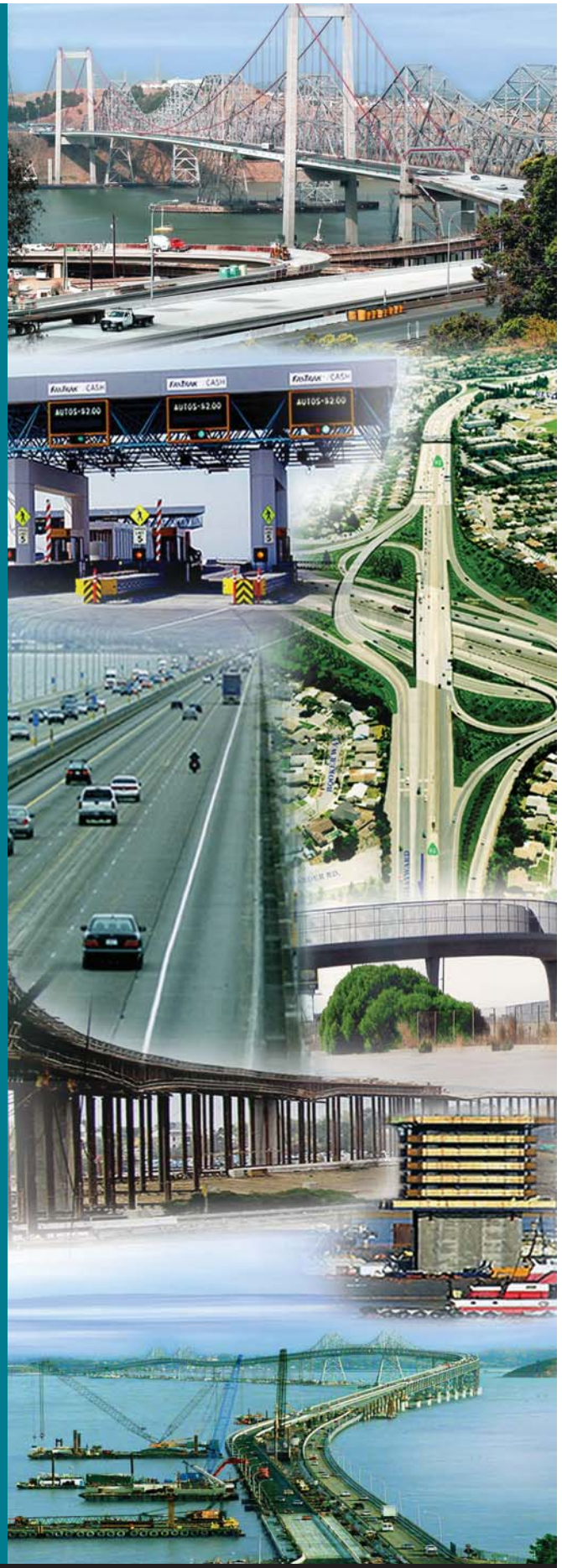
SEPTEMBER 2004 PROGRESS REPORT



**Metropolitan Transportation
Commission**

Bay Area Toll Authority

Released October 2004



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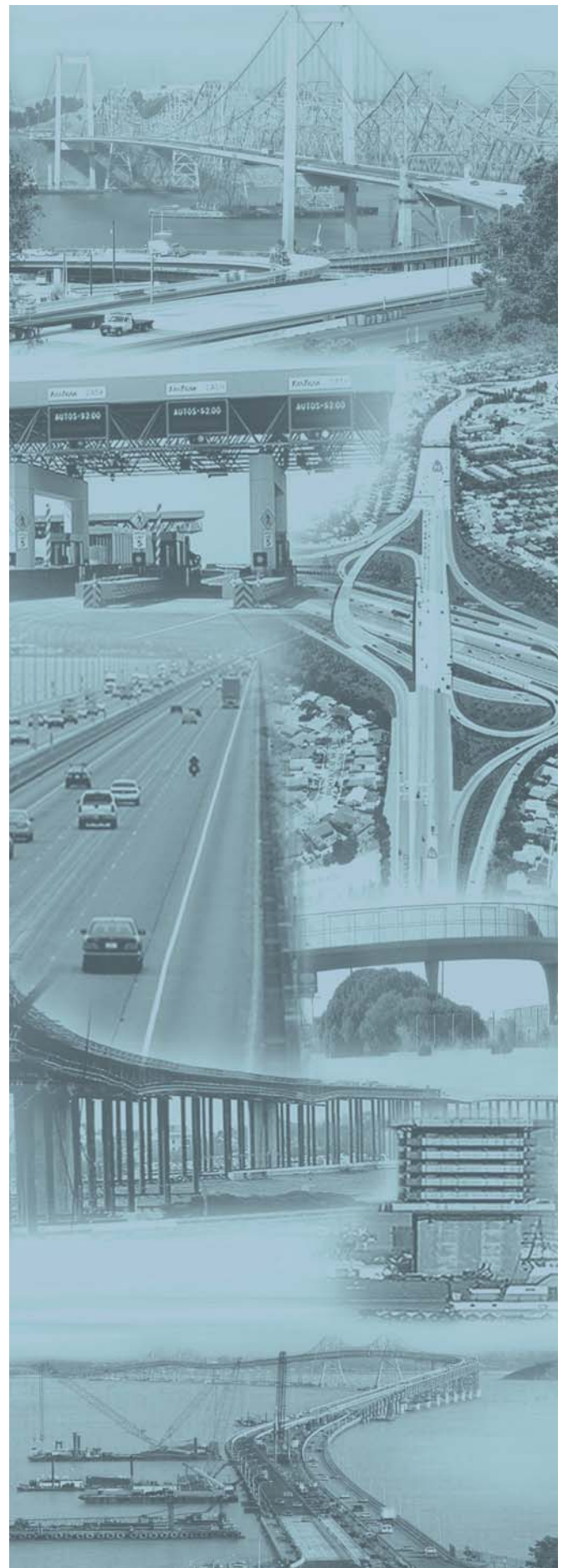
Prepared for
**Metropolitan Transportation
Commission**

Bay Area Toll Authority

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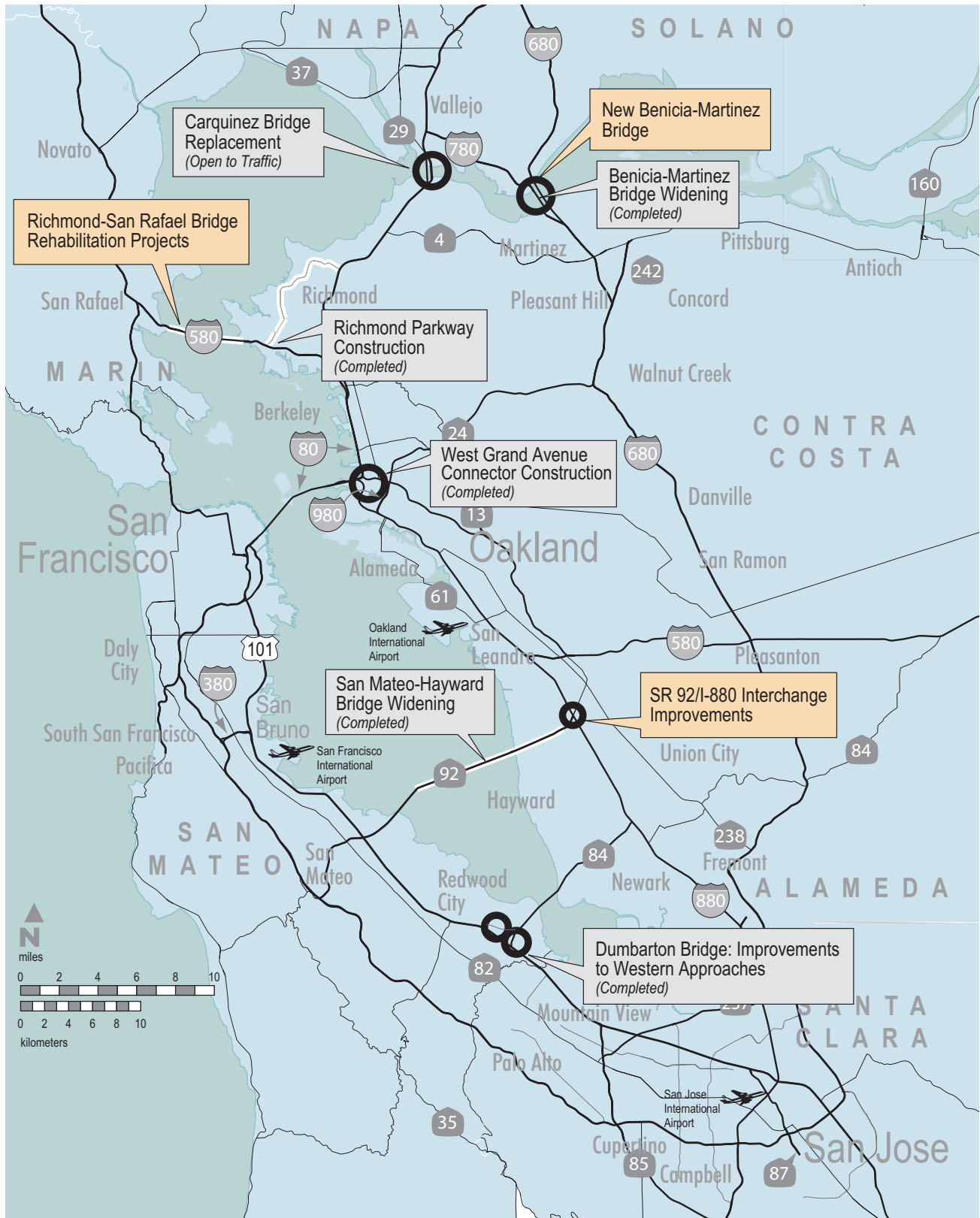
The following information is provided in accordance with California Government code Section 7550:

This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Regional Measure 1 Toll Bridge Program. The contract value for the monitoring efforts, technical analysis, and field site work which contribute to these reports, as well as the report preparation and production, is \$3,068,993.00.

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REGIONAL MEASURE 1 TOLL BRIDGE PROJECTS



BAY AREA TOLL AUTHORITY

REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

In November 1988, Bay Area voters approved Regional Measure 1 (RM 1) and authorized a standard auto toll of \$1 for all seven state-owned Bay Area toll bridges. The additional revenues generated by the toll increase were identified for use for certain highway and bridge improvements, public transit rail extensions, and other projects that reduce congestion on the bridges.

RM 1 identified nine specific bridge and highway improvement projects as eligible for funding from the toll increase. The projects identified by RM 1 and their status of development are depicted in the map on the facing page and can be itemized as follows:

Northern Bridge Group Projects:

1. Widening of the existing Benicia-Martinez Bridge (completed; not included in this report)
2. Construction of a new bridge parallel to the existing Benicia-Martinez Bridge
3. Replacement of the existing western span of the Carquinez Bridge (open to traffic)
4. Major rehabilitation of the existing Richmond-San Rafael Bridge
 - Trestle and fender rehabilitation
 - Deck rehabilitation
5. Construction of an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole (non-Caltrans project; completed)

Southern Bridge Group Projects:

1. Construction of the West Grand Avenue connector to the San Francisco-Oakland Bay Bridge (completed; not included in this report)
2. Widening of the existing San Mateo-Hayward Bridge and eastern approach to six lanes (completed)
3. Improvement of the Interstate 880/State Route 92 interchange
4. Improvements to the western approaches to the Dumbarton Bridge
 - US 101/University Avenue interchange reconstruction (non-Caltrans project; completed)
 - State Route 84 (Bayfront Expressway) widening (completed).

MTC, BATA, AND THE CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION (CALTRANS)

As the regional transportation planning agency for the San Francisco Bay Area, MTC is responsible for transportation planning, coordinating, and fund programming in the nine counties surrounding the Bay.

With SB 226, MTC, as the Bay Area Toll Authority (BATA), has also assumed certain duties previously held by the California Transportation Commission, including responsibilities for the programming, administration, and allocation of all toll revenues (excluding the seismic surcharge) from the state-owned toll bridges in the Bay Area.







Caltrans continues to be responsible for the ongoing operation of the state-owned bridges, including the collection of tolls, as well as the maintenance, rehabilitation, and capital improvement of the bridges.

PROJECT MONITORING PROGRAM




This report focuses on monitoring project cost and schedule performance for the Regional Measure 1 Toll Bridge Improvement Projects, as measured against approved budget and schedule milestones. The report provides comprehensive project status information at three levels of detail:

- Color-coded executive summary of Regional Measure 1 projects status (program level)
- Detailed status of individual bridge projects (project level)
- Supplemental project and contract information, including budget adjustments, approved construction change orders, and project and contract level cost data, in the appendices.

EXECUTIVE SUMMARY - STATUS OF REGIONAL MEASURE 1 PROJECTS

| NORTHERN BRIDGE GROUP | COST | SCHEDULE |
|---|---|---|
| New Benicia-Martinez Bridge |  |  |
| Carquinez Bridge Replacement |  |  |
| Richmond-San Rafael Bridge Rehabilitation |  |  |

Legend:







-  Green = no variance to current budget/schedule
-  Yellow = variance to current budget/schedule (trend), defined as follows:
For Cost: Project (BATA) contingency use may be required
For Schedule: Construction contract completion dates delayed by greater than 3 months
-  Red = variance to current budget/schedule, defined as follows:
For Cost: Project budget change may be required
For Schedule: "New facility open to traffic" date delayed by greater than 3 months by non-weather-related issues




BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY – STATUS OF KEY ISSUES AND DEVELOPMENTS

- On the new bridge contract, construction continues on the superstructure on the Martinez side and on foundations in the strait. Superstructure deck concrete is in place and post-tensioned from the south abutment to pier 4. Rock sockets are installed for ten of twelve piers in the strait (six in deep water, four in shallow water). Final rock socket installation is in progress at deep-water piers 11 and 15, and is forecast to complete in early November. Formwork for the top deck is being installed at pier tables 5 and 9. In-place footings are being constructed at piers 13, 16, and 17; precast footings are being constructed for piers 7 and 10 at Mare Island.
 - The use of project contingency for future cost increases related to superstructure construction and support is still possible. Bechtel and BATA will continue to monitor and review cost issues.
 - On the I-680/I-780 interchange contract, column construction for NE bent 18 on northbound I-680 is in progress. Cast-in-drilled-hole piles are complete at NW abutments 1 and 4 and column concrete is complete for NW bents 18 and 19 on westbound I-780. Barrier rail installation is complete on the I-780 to I-680 connector overpass and all falsework has been removed. The connector is forecast to open to traffic in early October. Drain installation and paving are in progress for the temporary northbound I-680 from the existing toll plaza northward.
 - On the toll plaza contract, all four sections of the plaza slab-on-grade are poured. The last slab section was poured on September 28, 2004. Concrete barriers are poured for the west tollbooths 1 to 17 on the completed slab. Work has started on the concrete for the east tollbooths 15 to 17 and on earthwork for the east access road. Erection of the structural steel canopy truss continues between bents 2 and 4.
 - On the I-680/Marina Vista interchange contract, falsework erection is in progress on the main line structure from bent 4 to bent 5 and rebar installation is in progress from bent 5 to bent 6. Excavation is complete for the new main line to abutment 1, and lightweight concrete fill is being placed. Retaining wall 4 concrete pours are in progress.
-
- The replacement bridge opened to traffic on November 11, 2003. The pedestrian/bike path opened to the public on May 15, 2004. Paving and the parking area at the north end of the bike path are complete; striping and installation of a lighted crosswalk are under construction. Landscaping is complete at Vista Point. Pending completion of punchlist items, construction completion of this contract is forecast for October 2004.
 - On the south approach and interchange contract, the I-80 Crockett Viaduct, the on-ramp from Crockett to westbound I-80, the westbound off-ramp from the new bridge into Crockett, and the eastbound off-ramp from I-80 into Crockett have been opened to traffic and are fully operational. Construction is complete for this contract.
 - The bid documents for the 1927 Bridge Demolition contract, including the deck rehabilitation of the 1958 bridge, are being prepared. Based on a preliminary review by Bechtel, the cost forecast for the bridge demolition and deck rehabilitation is significantly higher than the original estimate.
-
- On the replacement westbound trestle, all piling, pile caps and pre-cast deck sections are installed, and exterior barrier rail installation is complete. On the replacement eastbound trestle, demolition and exterior pile installation are complete to bent 36 of 37. Eighteen of 37 precast pile caps are placed and twelve of 36 precast deck sections have been installed.
 - In July, BATA approved a \$48.5 million request from Caltrans to accelerate repairs to various deck joints on the bridge via contract change order to the seismic retrofit contract. By performing this work under a change order, the work will be completed 3 years earlier than originally planned. To fund this work, BATA is utilizing funds already budgeted for the work as part of the RM-1 Richmond-San Rafael Deck Rehabilitation Project and from the Toll Bridge Rehabilitation Program.

EXECUTIVE SUMMARY - STATUS OF REGIONAL MEASURE 1 PROJECTS

| SOUTHERN BRIDGE GROUP | COST | SCHEDULE |
|--|---|---|
| San Mateo-Hayward Bridge Widening |  |  |
| I-880/SR-92 Interchange Improvement |  |  |
| Dumbarton Bridge West Approach Projects (Bayfront Expressway) |  |  |

- Legend:**
-  Green = no variance to current budget/schedule
 -  Yellow = variance to current budget/schedule (trend), defined as follows:
For Cost: Project (BATA) contingency use may be required
For Schedule: Construction contract completion dates delayed by greater than 3 months
 -  Red = variance to current budget/schedule, defined as follows:
For Cost: Project budget change may be required
For Schedule: "New facility open to traffic" date delayed by greater than 3 months by non-weather-related issues

- On the bridge-widening contract, both the new westbound and the reconstructed eastbound trestles are complete and fully operational. Caltrans has accepted the contract and is in the process of closing the contract.

- 04001/Sep

COST STATUS SUMMARY (MILLION DOLLARS)

| PROJECT | Baseline Budget (June 2000) | Current Budget (Sep 2004) | Current Forecast (Sep 2004) | Expended To Date (7/98 - 08/04) |
|---|-----------------------------------|---------------------------------|-----------------------------------|---------------------------------------|
| Northern Bridge Group | | | | |
| New Benicia-Martinez Bridge | 586.0 | 1,057.8 | 1,057.8 | 608.8 |
| Carquinez Bridge Replacement | 433.2 | 486.3 | 511.9 | 445.1 |
| Richmond-San Rafael Bridge Rehabilitation | | | | |
| ➤ West Trestle and Fender Rehabilitation | 45.4 | 94.1 | 94.1 | 72.9 |
| ➤ Deck Rehabilitation | 53.4 | 25.0 | 25.0 | 0.4 |
| Richmond Parkway (Non-Caltrans) ¹ | 5.9 | 5.9 | 5.9 | 3.9 |
| SUBTOTAL - NBG | 1,123.9 | 1,669.1 | 1,694.7 | 1,131.1 |
| Southern Bridge Group | | | | |
| San Mateo-Hayward Bridge Widening | | | | |
| ➤ Widening | 203.6 | 217.5 | 211.5 | 196.2 |
| ➤ West Approach Replacement Planting | 0.4 | 0.4 | 0.4 | 0.0 |
| I-880/SR-92 Interchange Improvement | 124.2 | 133.8 | 149.3 | 19.8 |
| Dumbarton Bridge West Approach Projects | | | | |
| ➤ US-101/University Avenue Interchange Reconstruction (Non-Caltrans) | 3.8 | 3.8 | 3.8 | 3.7 |
| ➤ Bayfront Expressway (SR-84) Widening | 33.8 | 36.0 | 36.0 | 32.7 |
| SUBTOTAL - SBG | 365.7 | 391.4 | 400.9 | 252.5 |
| GRAND TOTAL | 1,489.6 | 2,060.5 | 2,095.6 | 1,383.6 |

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SCHEDULE STATUS SUMMARY

| PROJECT | New Facility Open to Traffic Baseline (June 2000) | New Facility Open to Traffic Current (July 2004) | New Facility Open to Traffic Forecast (Sep 2004) |
|---|--|---|---|
| <i>Northern Bridge Group</i> | | | |
| New Benicia-Martinez Bridge | Jan 04 | Dec 06 | Dec 06 |
| Carquinez Bridge Replacement | Jan 03 | Nov 03 | Nov 03 |
| Richmond-San Rafael Bridge Rehabilitation | | | |
| ➤ West Trestle and Fender Rehabilitation ¹ | Dec 04 | Feb 05 | May 05 |
| ➤ Deck Rehabilitation ¹ | Sep 06 | Jul 07 | Dec 08 |
| Richmond Parkway (<i>Non-Caltrans</i>) | Feb 01 | May 01 | May 01 |
| <i>Southern Bridge Group</i> | | | |
| San Mateo-Hayward Bridge Widening | | | |
| ➤ Widening | Dec 02 | Nov 02 | Nov 02 |
| ➤ West Approach Replacement Planting ¹ | May 08 | May 08 | May 08 |
| I-880/SR-92 Interchange Improvement | Dec 06 | Jun 09 | Aug 10 |
| Dumbarton Bridge West Approach Projects | | | |
| ➤ US-101/University Avenue Interchange Reconstruction (<i>Non-Caltrans</i>) ¹ | Apr 00 | Apr 00 | Apr 00 |
| ➤ Bayfront Expressway (SR-84) Widening ¹ | Mar 03 | Jul 03 | Jul 03 |

¹ For the Richmond-San Rafael Bridge Rehab, San Mateo-Hayward Bridge West Approach Planting, and Dumbarton Bridge West Approach projects, the dates shown reflect construction completion; the existing facility remains open to traffic during all phases of construction.

NEW BENICIA-MARTINEZ BRIDGE

The existing Benicia-Martinez Bridge provides Interstate 680 access across the Carquinez Strait between Contra Costa and Solano counties. This project will construct a new parallel Benicia-Martinez Bridge east of the existing span that will include the following features:

- Five northbound lanes on the new bridge (four mixed-flow lanes and one slow-vehicle lane) that will allow conversion of the existing bridge to southbound traffic only
- A new bicycle/pedestrian lane on the existing bridge
- A new toll plaza south of the new bridge in Contra Costa County with 17 toll booths, including two high-occupancy-vehicle (HOV) bypass lanes
- Reconstruction of the Interstate 680/Marina Vista Road and Interstate 680/Interstate 780 interchanges

Project Photos



Benicia New Bridge – Pier 8. Pouring Second Lift



I-780 to I-680 Looking East



Marina Vista Overpass Looking South

Current Activities:

- On the new bridge contract, superstructure deck concrete is in place and post-tensioned from the south abutment to pier 4. Rock sockets are being installed at pier 11, with five of eight rock sockets complete, and at pier 15, with four of eight rock sockets complete. Rock socket installation is forecast to complete in early November. Deck forms and rebar are being installed at pier tables 5 and 9. At pier 8, column construction continues with 2 of 3 lifts complete. In-place footings are being constructed at piers 13, 16 and 17. Precast footings are being constructed for piers 7 and 10 at Mare Island. Falsework/shoring is being removed between abutment 1 and pier 4.
- On the I-680/I-780 interchange contract, expansion joints and barrier rail are complete on the I-780/I-680 connector overpass superstructure from the east abutment to the west abutment. The overpass is forecast to open to traffic in early October. On the Benicia shoreline, footing construction for NE bent 18 is complete and column concrete operations are underway for northbound I-680. CIDH piles are complete at abutments 1 and 4, and falsework erection is in progress from abutment 22 southward to bent 21 for westbound I-780. Drain installation and paving are in progress for temporary northbound I-680.
- On the toll plaza contract, the fourth section of the plaza slab-on-grade was poured on September 28, 2004. The concrete dividers for the west tollbooths 1 to 17 are complete. Formwork for the east tollbooths 15 through 17 is underway. Erection of structural steel canopy trusses continues between bents 2 and 4. On the Operations Building, panel wiring continues. Completion of the HVAC ducting for the toll plaza is underway. Roadwork has started on the east access road.
- On the I-680/Marina Vista interchange contract, mass earthwork for the main line is complete. Placement of lightweight concrete fill is underway. Superstructure falsework erection is in progress between bents 4 and 5, and rebar installation is in progress between bents 5 and 6. Rebar placement and concrete pours continue for retaining wall 4.
- The Mitigation Site project was approved to proceed on September 7, 2004. A pre-construction meeting was held on September 30, 2004.

BAY AREA TOLL AUTHORITY

NEW BENICIA-MARTINEZ BRIDGE

| COST STATUS (\$ Million) | Baseline Budget (June 2000) | Current Budget (Sep 2004) | Current Forecast (Sep 2004) | Variance | Expended to Date (7/98 - 08/04) | Notes |
|--|-----------------------------------|---------------------------------|-----------------------------------|------------|---------------------------------------|----------|
| Capital Outlay Construction | | | | | | |
| South Approach | 6.0 | 7.0 | 7.0 | 0.0 | 6.6 | |
| New Bridge | 247.3 | 644.9 | 644.9 | 0.0 | 365.7 | A |
| Toll Plaza and Administration Building | 22.8 | 24.3 | 24.3 | 0.0 | 15.4 | |
| I-680/Marina Vista Interchange | 43.2 | 51.5 | 51.5 | 0.0 | 36.1 | |
| I-680/I-780 Interchange | 80.8 | 54.7 | 57.0 | 2.3 | 41.4 | B |
| Other Budgeted Capital | 28.1 | 30.5 | 30.5 | 0.0 | 2.2 | |
| Capital Outlay Support | 78.2 | 155.6 | 155.6 | 0.0 | 108.3 | A |
| Capital ROW | 21.1 | 20.4 | 20.4 | 0.0 | 11.8 | |
| Non-BATA Funding | 0.0 | 31.0 | 31.0 | 0.0 | 21.3 | |
| Project (BATA) Contingency | 58.4 | 37.8 | 35.6 | -2.3 | | B |
| Project Total (a) | 586.0 | 1,057.8 | 1,057.8 | 0.0 | 608.8 | A |
| (a) Totals may be rounded | | | | | | |

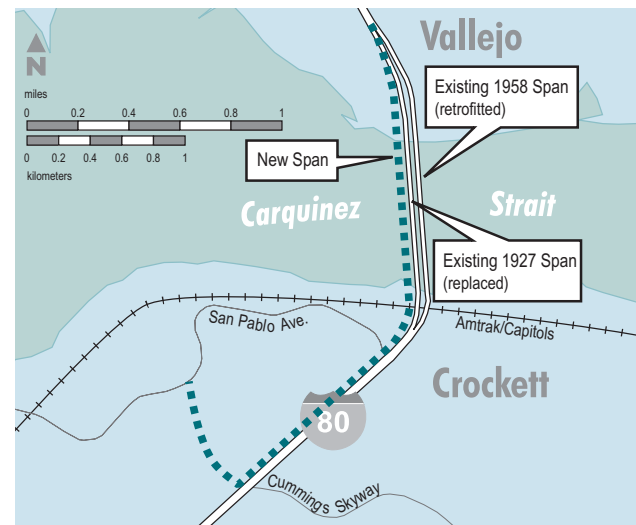
| SCHEDULE STATUS | Baseline (June 2000) | Current (July 2004) | Forecast (Sep 2004) | Variance | Notes |
|---|-------------------------|------------------------|------------------------|----------|----------|
| Construction Contract Completion | | | | | |
| New Bridge | Jan 04 | Dec 06 | Apr 07 | +4 | |
| Toll Plaza and Administration Building | Feb 03 | Jan 05 | Jun 05 | +5 | |
| Toll Plaza Planting | | Jul 05 | Nov 05 | +4 | |
| I-680/Marina Vista Interchange | Dec 03 | Jan 05 | Nov 05 | +10 | C |
| I-680/I-780 Interchange | Dec 03 | May 05 | Jun 05 | +1 | |
| I-680/I-780 I/C Electrical Completion | | May 05 | Sep 05 | +4 | |
| South Approach | Mar 01 | Oct 01 | Oct 01 | 0 | Complete |
| Modify Existing Bridge | Jul 05 | Jul 08 | July 08 | 0 | |
| Project | | | | | |
| New Facility Open to Traffic | Jan 04 | Dec 06 | Dec 06 | 0 | |

| NOTES | ACTION |
|--|---|
| A. BATA approved a \$405 million budget adjustment in May 2004 for prior reported construction difficulties associated with foundation piles and associated rock sockets, as well as for superstructure design adjustments and additional support. | The use of project contingency may be required for future cost increases related to superstructure construction and support. BATA will continue to review the issues. |
| B. Caltrans has reported potential change orders due to foundations and differing site conditions. | BATA and Bechtel are reviewing the potential cost increase. |
| C. Removal of contaminated soil delayed progress on the Marina Vista Interchange. | All contaminated soil has been removed successfully. Work continues to progress. |

CARQUINEZ BRIDGE REPLACEMENT

The Carquinez Bridge has carried Interstate 80 traffic between the cities of Vallejo and Crockett on two separate bridges: the 1927 bridge for westbound traffic and the 1958 bridge for eastbound traffic. The 1958 bridge has been strengthened under Caltrans' seismic retrofit program; the 1927 bridge was identified as being seismically deficient and is being replaced under the RM 1 program. The Carquinez Bridge replacement project is a new suspension bridge west of the existing bridges. The existing 1927 bridge will be demolished after the completion of the replacement bridge and approaches. The project incorporates the following features:

- Four westbound lanes on the new bridge (three mixed-flow lanes and one HOV lane)
- A bicycle/pedestrian lane on the new bridge



Project Photos



Carquinez Bridge – North Approach to New Bridge



Carquinez Bridge – Bike Path on North Side

Current Activities:

- On the replacement bridge and north approach contract, traffic was directed onto the new bridge on November 11, 2003. The pedestrian and bicycle path opened on May 15, 2004. Installation of call boxes on the new bridge is complete. Landscaping at the Vista Point is complete. Miscellaneous punchlist, north crosswalk, lane striping and change order work continue for the contract. Construction completion of the contract is forecast for October 2004.
- On the south approach and interchange contract, the on-ramp to westbound I-80 opened on December 9, 2003. Kendall and Rio Del Vista streets re-opened to traffic in early January 2004. The westbound off-ramp opened on April 22, 2004. The eastbound off-ramp opened on May 24, 2004. Physical contract work was completed on August 6, 2004. Final contract closeout for all work (after plant establishment for landscaping) will occur in September 2006.
- The bid documents for the 1927 Bridge Demolition, including the deck rehabilitation of the 1958 bridge, are being prepared.

BAY AREA TOLL AUTHORITY

CARQUINEZ BRIDGE REPLACEMENT

| COST STATUS (\$ Million) | Baseline Budget (June 2000) | Current Budget (Sep 2004) | Current Forecast (Sep 2004) | Variance | Expended to Date (7/98 - 08/04) | Notes |
|---------------------------------------|-----------------------------------|---------------------------------|-----------------------------------|-------------|---------------------------------------|----------|
| Capital Outlay Construction | | | | | | |
| Replacement Bridge and North Approach | 213.7 | 251.7 | 251.7 | 0.0 | 246.5 | A |
| South Approach and Interchange | 116.0 | 73.9 | 73.9 | 0.0 | 66.8 | A |
| Maintenance Facility (Phases I & II) | 7.0 | 8.1 | 8.1 | 0.0 | 7.9 | |
| 1927 Bridge Demolition | 16.0 | 16.0 | 33.4 | 17.4 | 0.0 | A, B |
| Other Budgeted Capital | 10.6 | 10.8 | 8.8 | -2.0 | 6.4 | |
| Capital Outlay Support | 43.7 | 114.2 | 121.1 | 6.9 | 107.7 | A |
| Capital ROW | 9.6 | 9.6 | 11.5 | 1.9 | 9.8 | A |
| Project (BATA) Contingency | 16.5 | 1.9 | 3.5 | 1.6 | | A |
| Project Total (a) | 433.2 | 486.3 | 511.9 | 25.6 | 445.1 | A |

(a) Totals may be rounded

| SCHEDULE STATUS | Baseline (June 2000) | Current (July 2004) | Forecast (Sep 2004) | Variance | Notes |
|--|-------------------------|------------------------|------------------------|----------|----------|
| Construction Contract Completion | | | | | |
| Replacement Bridge and North Approach | Dec 03 | Aug 04 | Oct 04 | +2 | |
| South Approach and Interchange (Phase 1) | Feb 03 | Nov 03 | Nov 03 | 0 | Complete |
| South Approach and Interchange (Phase 2) | | Aug 04 | Aug 04 | 0 | |
| Maintenance Facility | Mar 02 | Sep 02 | Sep 02 | 0 | Complete |
| 1927 Bridge Demolition | Mar 06 | Mar 06 | Mar 06 | 0 | |
| Project | | | | | |
| New Facility Open to Traffic | Jan 03 | Nov 03 | Nov 03 | 0 | |

| NOTES | ACTION |
|---|---|
| A. Based on current information, potential claims and additional support services costs may increase the total project cost by an additional \$25 million for a total project cost of \$512 million. Bechtel will assist in the review of potential claims and support cost increases on the project. The results of this review will be included in a future PMP report. | Caltrans is working with the contractors to properly evaluate these potential construction cost increases, and is in the process of submitting an update of the support budget, which may require additional funds. |
| B. A recent check estimate for demolition of the 1927 bridge and deck rehabilitation of the 1958 bridge indicates a potential cost increase which will require funds in excess of the current project contingency. BATA plans to adopt a revised budget after bids are opened. | Bechtel is updating its check estimate with current information provided by Caltrans, and will advise BATA of its findings. |

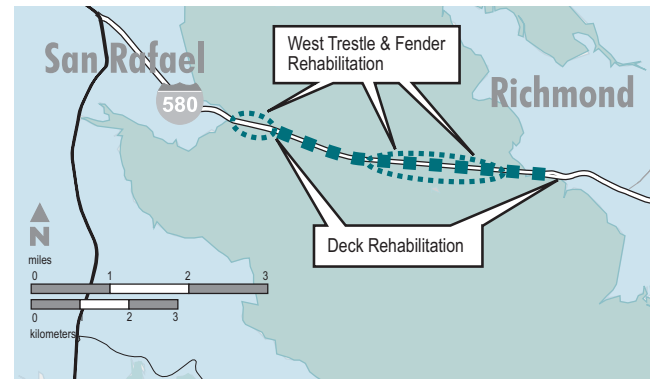
RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

Completed in 1956, the Richmond-San Rafael Bridge provides access - via Interstate 580 - across San Francisco Bay between Marin and Contra Costa counties. Major rehabilitation of the bridge was specified in RM 1 to be eligible for toll funding.

Currently, there are two major rehabilitation projects planned for the bridge:

- The first project is to replace the western trestle (low-rise) section of the bridge near San Rafael and rehabilitate the ship collision protection fender system at various bridge piers. This rehabilitation work is being combined with a seismic retrofit project.
- The second project is to rehabilitate the existing concrete deck on the bridge. The cast-in-place concrete riding surface (deck) has been worn over

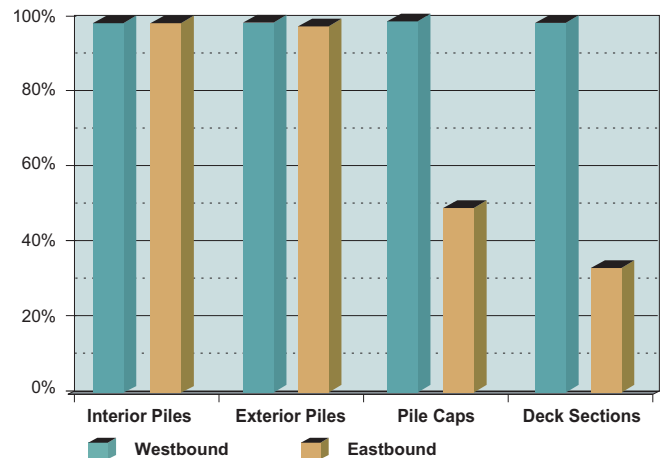
time due to traffic and exposure to the marine environment. This project will follow the completion of the trestle and fender rehabilitation project to avoid possible construction conflicts.



Project Photos



Trestle Replacement Looking East



Trestle Progress

Current Activities:

- The west trestle replacement consists of rebuilding the eastbound and westbound trestles near San Quentin. The trestles are parallel for most of their length and diverge to carry traffic onto or from the upper or lower deck of the main bridge. The westbound trestle, serving the upper deck, is 2,844 feet between bents 1 and 29; the eastbound trestle, serving the lower deck, is 3,635 feet between bents 1 and 37. The trestle replacement consists of installing interior and exterior cast-in-drilled-hole (CIDH) piles at the mid-span of every other existing 50-foot deck section, installing precast pile caps under the existing superstructure on the new piles, and closing one trestle at a time at night to remove two of the existing 50-foot sections and replace them with one new 100-foot precast section.
- On the westbound trestle, all pre-cast deck sections have been installed and the exterior barrier rail is complete. Interior barrier rail installation is in progress. On the eastbound trestle, demolition and exterior pile installation are complete eastward to bent 37. Working west to east, eighteen of 37 pile caps and twelve of 36 precast deck sections have been installed.
- In July, BATA approved a \$48.5 million request from Caltrans to accelerate repairs to various deck joints on the bridge via contract change order to the seismic retrofit contract. By performing the work under a change order, the work will be completed 3 years earlier than originally planned. 169 out of 696 deck joints have been repaired

BAY AREA TOLL AUTHORITY

RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

| COST STATUS (\$ Million) | Baseline Budget (June 2000) | Current Budget (Sep 2004) | Current Forecast (Sep 2004) | Variance | Expended to Date (7/98 - 08/04) | Notes |
|---|-----------------------------------|---------------------------------|-----------------------------------|------------|---------------------------------------|-------|
| West Trestle and Fender Rehabilitation | | | | | | |
| Capital Outlay Construction | 33.9 | 57.2 | 57.2 | 0.0 | 37.3 | A |
| Capital Outlay Support | 5.4 | 2.3 | 2.3 | 0.0 | 1.0 | A |
| Capital ROW | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Non-BATA Funding | 0.0 | 34.6 | 34.6 | 0.0 | 34.6 | |
| Project (BATA) Contingency | 6.1 | 0.0 | 0.0 | 0.0 | | |
| Subtotal | 45.4 | 94.1 | 94.1 | 0.0 | 72.9 | |
| Deck Rehabilitation | | | | | | |
| Capital Outlay Construction | 33.0 | 16.9 | 16.9 | 0.0 | 0.0 | A |
| Capital Outlay Support | 9.0 | 4.0 | 4.0 | 0.0 | 0.4 | A |
| Capital ROW | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Non-BATA Funding | 0.0 | 4.0 | 4.0 | 0.0 | 0.0 | |
| Project (BATA) Contingency | 11.4 | 0.1 | 0.1 | 0.0 | | |
| Subtotal | 53.4 | 25.0 | 25.0 | 0.0 | 0.4 | |
| Project Total (a) | 98.9 | 119.2 | 119.2 | 0.0 | 73.4 | |
| (a) Totals may be rounded | | | | | | |

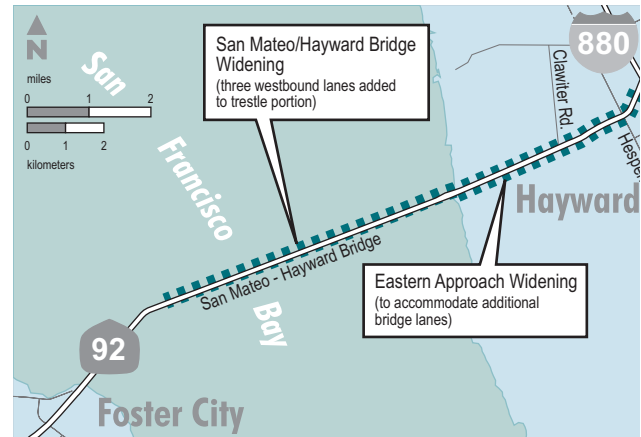
| SCHEDULE STATUS | Baseline (June 2000) | Current (July 2004) | Forecast (Sep 2004) | Variance | Notes |
|---|-------------------------|------------------------|------------------------|----------|-------|
| Construction Contract Completion | | | | | |
| West Trestle and Fender Rehabilitation | Dec 04 | Feb 05 | May 05 | +3 | A |
| Deck Rehabilitation | Sep 06 | Jul 07 | Jan 07 | -7 | A |
| Project | | | | | |
| New Facility Open to Traffic | | | | | B |

| NOTES | ACTION |
|---|--------|
| A. Scope of work and funds for the RM-1 and Rehab Programs have been consolidated between the seismic retrofit/trestle/fender/interim deck repairs/deck joint work and the deck overlay rehabilitation project. | None. |
| B. The existing facility remains open to traffic during all phases of construction. | None. |

SAN MATEO-HAYWARD BRIDGE WIDENING

In 1996, the western approach to the San Mateo-Hayward Bridge from U.S. Route 101 was widened from four to six lanes to match the configuration of the high-rise section of the bridge. The current project completed the widening work in this corridor along the low-trestle section of the bridge and its eastern approach to Interstate 880. The project includes the following features:

- Widening of the low-rise trestle and eastern approach from I-880 from four to six lanes with shoulders
- Extension of the existing west-bound HOV lane one mile west along the eastern approach from Interstate 880
- Construction of a new pedestrian/bicycle overcrossing of State Route 92
- Expansion of the existing toll plaza
- Improvements to the Hayward Shoreline Interpretive Center



Project Construction Progress and Photos



Trestle Looking West



Mini Toll Plaza

Current Activities:

- On the bridge-widening contract, construction is complete and both trestles are open to traffic. Caltrans accepted the contract on March 6, 2003 and is in the process of closing the contract.

BAY AREA TOLL AUTHORITY

SAN MATEO-HAYWARD BRIDGE WIDENING

| COST STATUS (\$ Million) | Baseline Budget (June 2000) | Current Budget (Sep 2004) | Current Forecast (Sep 2004) | Variance | Expended to Date (7/98 - 08/04) | Notes |
|-------------------------------|-----------------------------------|---------------------------------|-----------------------------------|-------------|---------------------------------------|-------|
| Widening | | | | | | |
| Capital Outlay Construction | | | | | | |
| Widen Trestle | 124.8 | 138.1 | 139.0 | 0.9 | 126.9 | A |
| Widen Roadway | 29.2 | 26.1 | 25.5 | -0.6 | 25.5 | |
| Construct Mini Toll Plaza | 4.4 | 6.3 | 6.0 | -0.3 | 6.0 | |
| Other Budgeted Capital | 8.9 | 8.6 | 5.5 | -3.1 | 3.5 | |
| Capital Outlay Support | 15.5 | 34.4 | 34.3 | -0.1 | 33.8 | |
| Capital ROW | 1.5 | 1.5 | 0.5 | -1.0 | 0.5 | |
| Project (BATA) Contingency | 19.3 | 2.5 | 0.7 | -1.9 | | A |
| Subtotal | 203.6 | 217.5 | 211.5 | -6.0 | 196.2 | |
| West Approach Planting | | | | | | |
| Capital Outlay Construction | 0.2 | 0.2 | 0.2 | 0.0 | 0.0 | |
| Capital Outlay Support | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | |
| Capital ROW | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Project (BATA) Contingency | 0.1 | 0.1 | 0.1 | 0.0 | | |
| Subtotal | 0.4 | 0.4 | 0.4 | 0.0 | 0.0 | |
| Project Total (a) | 204.0 | 217.9 | 211.9 | -6.0 | 196.3 | |
| (a) Totals may be rounded | | | | | | |

| SCHEDULE STATUS | Baseline (June 2000) | Current (July 2004) | Forecast (Sep 2004) | Variance | Notes |
|---|-------------------------|------------------------|------------------------|----------|----------|
| Construction Contract Completion | | | | | |
| Widening | | | | | |
| Widen Trestle | Dec 02 | Feb 03 | Feb 03 | 0 | Complete |
| Construct Mini Toll Plaza | Nov 02 | Nov 02 | Nov 02 | 0 | Complete |
| Widen Eastern Approach | Nov 02 | Sep 01 | Sep 01 | 0 | Complete |
| Pedestrian Overcrossing | Sep 02 | Sep 02 | Sep 02 | 0 | Complete |
| West Approach Planting | | | | | |
| West Approach Replacement Planting | May 08 | May 08 | May 08 | 0 | |
| Project | | | | | |
| New Facility Open to Traffic | Dec 02 | Nov 02 | Nov 02 | | Complete |

NOTES

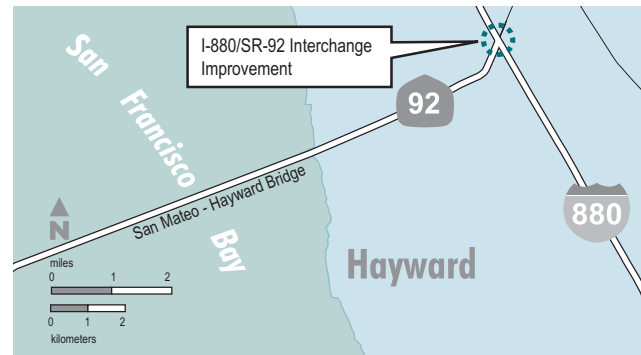
ACTION

A. Final settlement of outstanding claims required utilization of project contingency.

Caltrans has concluded negotiations with the contractor to resolve outstanding claims.

I-880/SR-92 INTERCHANGE IMPROVEMENT

As part of an effort to improve traffic flow and to relieve congestion on the San Mateo-Hayward Bridge and its approaches, RM 1 identified the need to improve and reconstruct the Interstate 880/State Route 92 interchange. The project proposes to modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations. Various alternatives has been considered and assessed as part of the environmental process.



Project Photos



Existing Interchange; looking west



Alternative H Interchange; looking west

Current Activities:

- The Federal Highway Administration (FHWA) approved the Final Environmental Impact Statement Report (FEIS/R) for the project on December 29, 2003. A Record of Decision (ROD) was prepared by FHWA and completed in July 2004.
- The Caltrans Project Report was completed on December 31, 2003. Caltrans is currently preparing the plans, specifications, and estimates (PS&E) for the project. Sixty-five percent PS&E was achieved in April 2004. One hundred percent PS&E is forecast for January 2005.
- Advance right of way acquisition (ROW) has started.
- Construction is forecast to begin in the summer of 2006.
- Based on forecasted cost increases due to escalation and support, the status code for the project cost is "yellow." As the engineering design progresses, Bechtel will further review the cost estimates. The status code for the project schedule is "red" due to the delayed environmental approval for the project. BATA staff is reviewing the project schedule to determine means to accelerate the project.

BAY AREA TOLL AUTHORITY

I-880/SR 92 INTERCHANGE IMPROVEMENT

| COST STATUS (\$ Million) | Baseline Budget (June 2000) | Current Budget (Sep 2004) | Current Forecast (Sep 2004) | Variance | Expended to Date (7/98 – 08/04) | Notes |
|--|-----------------------------------|---------------------------------|-----------------------------------|-------------|---------------------------------------|----------|
| I-880/SR-92 Interchange Improvement | | | | | | |
| Capital Outlay Construction | 70.3 | 85.2 | 84.7 | -0.5 | 0.0 | A |
| Capital Outlay Support | 20.8 | 23.9 | 35.1 | 11.2 | 19.7 | A |
| Capital ROW | 8.0 | 9.9 | 9.8 | 0.0 | 0.0 | |
| Non-BATA Funding | 0.0 | 9.6 | 9.6 | 0.0 | | |
| Project (BATA) Contingency | 25.1 | 5.3 | 10.1 | 4.8 | | A |
| Project Total (a) | 124.2 | 133.8 | 149.3 | 15.5 | 19.8 | A |

(a) Totals may be rounded

| SCHEDULE STATUS | Baseline (June 2000) | Current (July 2004) | Forecast (Sep 2004) | Variance | Notes |
|---|-------------------------|------------------------|------------------------|----------|-------|
| Construction Contract Completion | | | | | |
| I-880/SR-92 Interchange Improvement | Dec 06 | Jun 09 | Aug 10 | +14 | A |
| Project | | | | | |
| New Facility Open to Traffic | Dec 06 | Jun 09 | Aug 10 | +14 | A |

| NOTES | ACTION |
|--|---|
| A. Later than anticipated approval of the final environmental clearance documents has delayed project delivery by 14 months. The delay has also increased the project cost due to lengthened support involvement and escalation. The forecasted schedule has an aggressive right-of-way clearance schedule of 18 months to clear numerous parcels in the project area. | Bechtel will be preparing a check estimate based on a Caltrans 65% engineering design and will be reviewing the project schedule to investigate options to expedite completion. |

DUMBARTON BRIDGE WEST APPROACH PROJECTS

RM 1 identified the need for improvements to the western approaches to the Dumbarton Bridge. Through coordination with the City/County Association of Governments of San Mateo County, two projects were identified for toll bridge funding:

- The first project, sponsored by the City of East Palo Alto, modified the U.S. Route 101/University Avenue interchange. This project was designed to alleviate traffic congestion and improve overall traffic flow to University Avenue and the Dumbarton Bridge.
- The second project, sponsored by Caltrans, widened the Bayfront Expressway (State Route 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange. The six-lane expressway section from the bridge to University Avenue is reconstructed with upgraded shoulders and lane widths. The existing expressway section from University Avenue to Marsh Road is widened from four to six lanes.



Project Photos



Willow Avenue at Bayfront



Bayfront at University Avenue

Current Activities:

- The Bayfront Expressway (SR-84) widening contract was officially opened to traffic on July 29, 2003. Caltrans accepted the contract on January 15, 2004.
- A follow-on contract has been awarded at the Ravenswood Triangle for wetland reconstruction and habitat restoration for the salt-water harvest mouse.

BAY AREA TOLL AUTHORITY

DUMBARTON BRIDGE WEST APPROACH PROJECTS

| COST STATUS (\$ Million) | Baseline Budget (June 2000) | Current Budget (Sep 2004) | Current Forecast (Sep 2004) | Variance | Expended to Date (7/98 - 08/04) | Notes |
|--|-----------------------------------|---------------------------------|-----------------------------------|------------|---------------------------------------|-------|
| US101/University Avenue Interchange Reconstruction (Non-Caltrans) | | | | | | |
| Capital Outlay Construction | 3.8 | 3.8 | 3.8 | 0.0 | 3.7 | |
| Capital Outlay Support | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Capital ROW | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Subtotal | 3.8 | 3.8 | 3.8 | 0.0 | 3.7 | |
| Bayfront Expressway (SR84) Widening | | | | | | |
| Capital Outlay Construction | 24.8 | 26.5 | 26.5 | 0.0 | 24.7 | |
| Capital Outlay Support | 4.4 | 8.6 | 8.6 | 0.0 | 7.9 | |
| Capital ROW | 1.3 | 0.2 | 0.2 | 0.0 | 0.2 | |
| Project Contingency (BATA) | 3.3 | 0.8 | 0.8 | 0.0 | | |
| Subtotal | 33.8 | 36.0 | 36.0 | 0.0 | 32.7 | |
| Project Total (a) | 37.6 | 39.8 | 39.8 | 0.0 | 36.4 | |
| (a) Totals may be rounded | | | | | | |

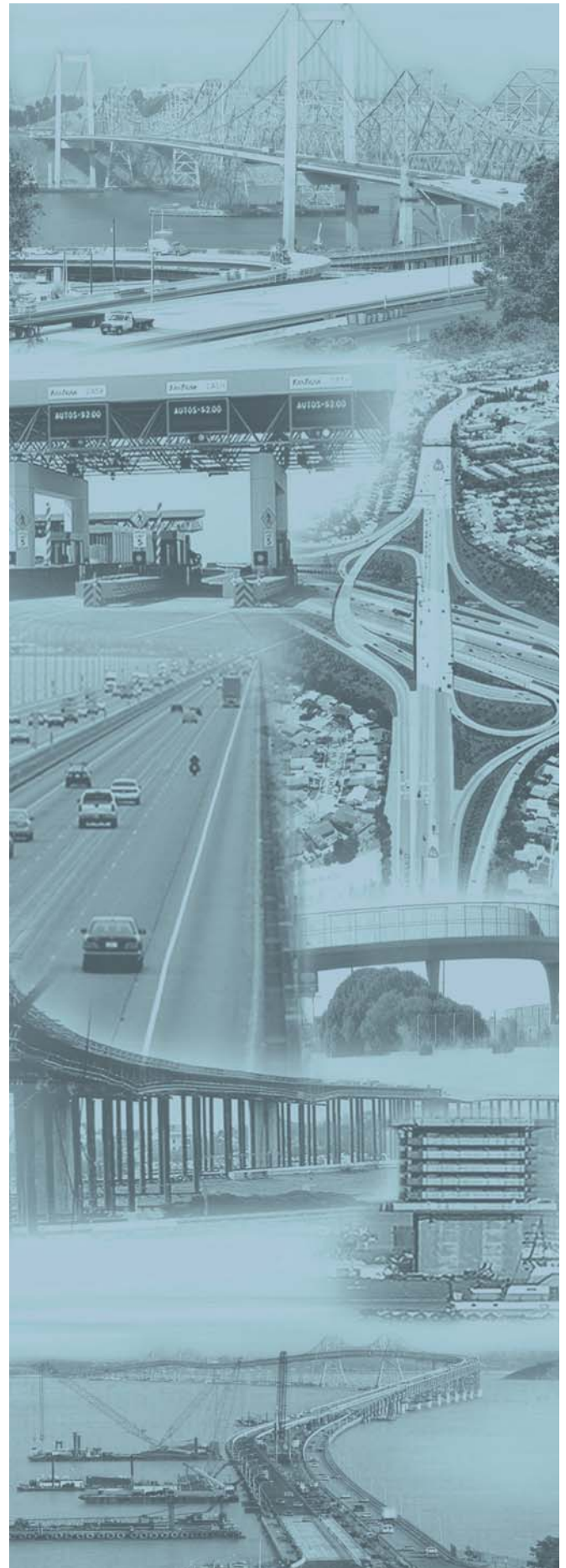
| SCHEDULE STATUS | Baseline (June 2000) | Current (July 2004) | Forecast (Sep 2004) | Variance | Notes |
|---|-------------------------|------------------------|------------------------|----------|----------|
| Construction Contract Completion | | | | | |
| US 101/University Avenue Interchange Reconstruction (Non-Caltrans) | Apr 00 | Apr 00 | Apr 00 | 0 | Complete |
| Bayfront Expressway (SR84) Widening | Mar 03 | Jan 04 | Jan 04 | 0 | Complete |
| <u>Project</u> | | | | | |
| New Facility Open to Traffic | Mar 03 | Jul 03 | Jul 03 | 0 | Complete |
| NOTES | | | ACTION | | |

APPENDICES

Appendix A: Project Budget Adjustments

Appendix B: Current Approved Contract Change Orders

Appendix C: Project Cost Summary Details



BAY AREA TOLL AUTHORITY

APPENDIX A – LIST OF PROJECT BUDGET ADJUSTMENTS

DEFINITIONS:

Baseline Budget (June 2000): Baseline budgets as established by BATA in June 2000 for each project within the overall program.

Current Budget: Budget currently serving as the baseline for monitoring purposes. The current budget is equal to the established June 2000 budget, plus or minus any adjustment as listed below.

Project Baseline Adjustments

| Date | Description of Adjustment |
|---------|--|
| 10/2000 | Current Budgets for allocated capital outlay adjusted by BATA to reflect current Caltrans construction contract allotments. |
| 11/2000 | Current Budgets for the Benicia-Martinez and Richmond-San Rafael Bridge projects revised to reflect new funding from Non-BATA sources per agreements with Caltrans and a Prop. 192 refund from Caltrans related to the Carquinez Bridge project. |
| 01/2001 | Current Budget for the Benicia-Martinez Bridge revised to reflect allocations by BATA. |
| 03/2001 | Current Budget for the Carquinez Bridge revised by BATA. |
| 10/2001 | Current Budget for the Benicia-Martinez Bridge revised by BATA. |
| 12/2001 | Current Budgets for the Benicia-Martinez and San Mateo-Hayward Bridges revised by BATA. |
| 06/2003 | Current Budget for the Bayfront Widening project revised by BATA. |
| 05/2004 | Current Budget for the Benicia-Martinez Bridge project revised by BATA. |
| 07/2004 | Current Budget for for Richmond-San Rafael Bridge project revised by BATA to reflect transfer of scope and funds from Rehab Program. |

BAY AREA TOLL AUTHORITY

**APPENDIX B - APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR SEPTEMBER 2004
BENICIA-MARTINEZ BRIDGE**

| Bridge/ Contract | CCO Number ¹ | CCO Description | Funding Source ² | Impacts | |
|--|----------------------------|---|--------------------------------|--------------------|--------------------|
| | | | | Cost (\$1000's) | Schedule (Days) |
| New Bridge 04-006034 | | No approved change orders for September 2004 | | | |
| Subtotal | | | | | |
| Toll Plaza 04-006044 | 77.0 | Rebar at Toll Island and Delete Door Text | C | 9.2 | |
| Subtotal | | | | 9.2 | |
| MV/680 Interchange 04-006054 | 31.4 | Additional Water Treatment (Time Adjustment) | C | 492.0 | 82 |
| Subtotal | | | | 492.0 | 82 |
| 680/780 Interchange 04-006064 | 61.0 | Truck Turnaround | C | 50.0 | |
| Subtotal | | | | 50.0 | |
| South Approach 04-006094 | | Contract is Complete | | | |
| Totals for September 2004 | | | | 557.3 | 82 |

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)

S = Supplemental work

C = Construction contingency

BAY AREA TOLL AUTHORITY

**APPENDIX B - APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR SEPTEMBER 2004
CARQUINEZ BRIDGE**

| Bridge/ Contract | CCO Number ¹ | CCO Description | Funding Source ² | Impacts | |
|---|----------------------------|--|--------------------------------|--------------------|----------|
| | | | | Cost (\$1000's) | Schedule |
| Carquinez Bridge Replacement 04-013014 | 152.1 | IHI Delay Costs | C | 2,602.5 | |
| Subtotal | | | | 2,602.5 | |
| Crockett Interchange 04-013054 | 1.4 | Flagging and Traffic Control | C | 30.0 | |
| | 30.1 | Miscellaneous Drainage Changes | C | 30.0 | |
| | 104.1 | Additional VDR/Kendel Pavement & Drain | C | 20.0 | |
| | 149.2 | More Pomona Stage Construction | C | 10.0 | |
| | 168.1 | Additional Overhead Sign Changes | C | 98.0 | |
| | 172.0 | ADA Drain Grates Pedestrian Walkway | C | 20.0 | |
| Subtotal | | | | 208.0 | |
| Maintenance Facility 04-013084 | | Contract is complete | | | |
| Subtotal | | | | | |
| Totals for September 2004 | | | | 2,810.5 | |

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

BAY AREA TOLL AUTHORITY

APPENDIX C - PROJECT COST SUMMARY DETAILS

The following sheets provide detailed cost information for each of the bridge projects. Capital Outlay Support (Engineering), Capital Right-of-Way and Capital Outlay are shown for each of the projects. The Project (BATA) Contingency, as well as the bridge projects totals, is shown at the end of each bridge summary.

Definitions:

1. Capital Outlay Support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital Right of Way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital Outlay includes construction bid terms, external third party agreements, state-furnished materials, supplemental construction work, and construction contingencies.

| Project Cost Summaries (\$ Millions) | | | | | | |
|---|------------------------------|-----------------------------|-------------------------------|---------------|--|--------------|
| EA Number | Baseline Budget Jun-00 | Current Budget Sep-04 | Current Forecast Sep-04 | Net Change | Expended ¹ to Date (7/98 - 08/04) | Note |
| Northern Bridge Group | | | | | | |
| <i>Project 2003 - New Benicia-Martinez Bridge</i> | | | | | | |
| South Approach | | | | | | |
| Capital Outlay Support | 00609x | 3.5 | 3.6 | 3.6 | 0.0 | 3.6 |
| Capital Right of Way | 006099 | 7.0 | 7.7 | 7.7 | 0.0 | 7.2 |
| Capital Outlay | 006094 | 6.0 | 7.0 | 7.0 | 0.0 | 6.6 |
| Total South Approach | | 16.5 | 18.4 | 18.4 | 0.0 | 17.5 |
| New Bridge | | | | | | |
| Capital Outlay Support | 00603x | 31.9 | 84.9 | 84.9 | 0.0 | 50.9 |
| Capital Right of Way | 006039 | 4.1 | 8.4 | 8.4 | 0.0 | 1.0 |
| Capital Outlay | 006034 | 247.3 | 644.9 | 644.9 | 0.0 | 365.7 |
| Non-BATA Funding | | 0.0 | 10.1 | 10.1 | 0.0 | 8.5 |
| Total New Bridge | | 283.3 | 748.4 | 748.4 | 0.0 | 426.1 |
| Toll Plaza & Administration Building | | | | | | |
| Capital Outlay Support | 00604x | 6.2 | 11.9 | 11.9 | 0.0 | 11.4 |
| Capital Right of Way | 006049 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Capital Outlay | 006044 | 22.8 | 24.3 | 24.3 | 0.0 | 15.4 |
| Total Toll Plaza & Admin. | | 29.1 | 36.2 | 36.2 | 0.0 | 26.7 |
| I-680/Marina Vista Interchange | | | | | | |
| Capital Outlay Support | 00605x | 10.7 | 18.2 | 18.2 | 0.0 | 16.3 |
| Capital Right of Way | 006059 | 7.4 | 2.0 | 2.0 | 0.0 | 2.0 |
| Capital Outlay | 006054 | 43.2 | 51.5 | 51.5 | 0.0 | 36.1 |
| Total I-680/MV I/C | | 61.4 | 71.7 | 71.7 | 0.0 | 54.4 |
| I-680/I-780 Interchange | | | | | | |
| Capital Outlay Support | 00606x | 18.7 | 24.8 | 24.8 | 0.0 | 21.9 |
| Capital Right of Way | 006069 | 1.7 | 1.7 | 1.7 | 0.0 | 1.6 |
| Capital Outlay | 006064 | 80.8 | 54.7 | 57.0 | 2.3 | 41.4 |
| Non-BATA Funding | | 0.0 | 20.9 | 20.9 | 0.0 | 12.8 |
| Total I-680/I-780 I/C | | 101.2 | 102.2 | 104.4 | 2.3 | 77.7 |

¹ Unaudited

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details (cont'd)

| | EA Number | Baseline Budget Jun-00 | Current Budget Sep-04 | Current Forecast Sep-04 | Net Change | Expended to Date (7/98 - 08/04) | Note |
|--|--------------|------------------------------|-----------------------------|-------------------------------|---------------|---------------------------------------|------|
| Project 2003 - New Benicia-Martinez Bridge (cont'd) | | | | | | | |
| Other Budgeted Capital | | | | | | | (a) |
| Capital Outlay Support | | 7.1 | 12.1 | 12.1 | 0.0 | 4.2 | |
| Capital Right of Way | | 0.9 | 0.5 | 0.5 | 0.0 | 0.0 | |
| Capital Outlay | | 28.1 | 30.5 | 30.5 | 0.0 | 2.2 | |
| Total Other Budgeted Capital | | 36.1 | 43.1 | 43.1 | 0.0 | 6.4 | |
| Total Capital Outlay Support | | 78.2 | 155.6 | 155.6 | 0.0 | 108.3 | |
| Total Capital Right of Way | | 21.1 | 20.4 | 20.4 | 0.0 | 11.8 | |
| Total Capital Outlay | | 428.2 | 813.0 | 815.2 | 2.3 | 467.4 | |
| Non-BATA Funding | | 0.0 | 31.0 | 31.0 | 0.0 | 21.3 | |
| Project Contingency (BATA) | | 58.4 | 37.8 | 35.6 | -2.3 | | |
| Total New Benicia-Martinez Bridge | | 586.0 | 1,057.8 | 1,057.8 | 0.0 | 608.8 | |
| Project 3002 - Carquinez Bridge Replacement | | | | | | | |
| Replacement Bridge and North Approach | | | | | | | (b) |
| Capital Outlay Support | 01301x | 17.7 | 66.8 | 66.8 | 0.0 | 66.5 | |
| Capital Right of Way | 013019 | 3.0 | 3.0 | 3.4 | 0.4 | 3.3 | |
| Capital Outlay | 013014 | 213.7 | 251.7 | 251.7 | 0.0 | 246.5 | |
| Total Replacement Bridge and North Approach | | 234.4 | 321.5 | 321.9 | 0.4 | 316.4 | |
| South Approach and Interchange | | | | | | | (c) |
| Capital Outlay Support | 01305x | 22.7 | 31.5 | 31.5 | 0.0 | 31.1 | |
| Capital Right of Way | 013059 | 5.0 | 5.0 | 5.1 | 0.1 | 4.9 | |
| Capital Outlay | 013054 | 116.0 | 73.9 | 73.9 | 0.0 | 66.8 | |
| Total South Approach & I/C | | 143.7 | 110.3 | 110.4 | 0.1 | 102.8 | |
| Maintenance Facility Phase I & II | | | | | | | (d) |
| Capital Outlay Support | | 0.7 | 5.1 | 4.5 | -0.6 | 4.4 | |
| Capital Right of Way | | 1.6 | 1.6 | 1.6 | 0.0 | 1.5 | |
| Capital Outlay | | 7.0 | 8.1 | 8.1 | 0.0 | 7.9 | |
| Total Maintenance Facility Ph I & II | | 9.3 | 14.8 | 14.2 | -0.6 | 13.8 | |
| Demolition - 1927 Bridge | | | | | | | |
| Capital Outlay Support | 01309x | 2.0 | 9.0 | 16.0 | 7.0 | 4.4 | |
| Capital Right of Way | 013099 | 0.0 | 0.0 | 0.3 | 0.3 | 0.0 | |
| Capital Outlay | 013094 | 16.0 | 16.0 | 33.4 | 17.4 | 0.0 | |
| Total Demo - 1927 Bridge | | 18.0 | 25.0 | 49.7 | 24.7 | 4.4 | |

Notes

- (a) Includes EA 00601*, 00608*, 0060A*, 0060C*, 0060E*, 0060F*, 0060G*, 0060H*
- (b) Includes EA 00453*, 01301*, 01303*, 01304*
- (c) Includes EA 01302*, 01305*, 04700*
- (d) Includes EA 00607*, 01308*

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details (cont'd)

| | EA Number | Baseline Budget Jun-00 | Current Budget Sep-04 | Current Forecast Sep-04 | Net Change | Expended to Date (7/98 - 08/04) | Note |
|---|--------------|------------------------------|-----------------------------|-------------------------------|---------------|---------------------------------------|------|
| Project 3002 - Carquinez Bridge Replacement (cont'd) | | | | | | | |
| Other Budgeted Capital | | | | | | | (e) |
| Capital Outlay Support | | 0.6 | 1.8 | 2.2 | 0.4 | 1.3 | |
| Capital Right of Way | | 0.0 | 0.0 | 1.1 | 1.1 | 0.0 | |
| Capital Outlay | | 10.6 | 10.8 | 8.8 | -2.0 | 6.4 | |
| Total Other Budgeted Capital | | 11.2 | 12.7 | 12.1 | -0.6 | 7.6 | |
| Total Capital Outlay Support | | 43.7 | 114.2 | 121.1 | 6.9 | 107.7 | |
| Total Capital Right of Way | | 9.6 | 9.6 | 11.5 | 1.9 | 9.8 | |
| Total Capital Outlay | | 363.3 | 360.5 | 375.8 | 15.3 | 327.5 | |
| Project (BATA) Contingency | | 16.5 | 1.9 | 3.5 | 1.6 | | |
| Total Carquinez Bridge | | 433.2 | 486.3 | 511.9 | 25.6 | 445.1 | |
| Project 4003 - Richmond-San Rafael Bridge - West Trestle and Fender Rehabilitation | | | | | | | |
| Capital Outlay Support | 0438Ux | 5.4 | 2.3 | 2.3 | 0.0 | 1.0 | (f) |
| Capital Right of Way | 0438U9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Capital Outlay | 0438U4 | 33.9 | 57.2 | 57.2 | 0.0 | 37.3 | |
| Non-BATA Funding | | 0.0 | 34.6 | 34.6 | 0.0 | 34.6 | |
| Project (BATA) Contingency | | 6.1 | 0.0 | 0.0 | 0.0 | | |
| Total R-SR Bridge - West Trestle and Fender Rehabilitation | | 45.4 | 94.1 | 94.1 | 0.0 | 72.9 | |
| Project 4002 - Richmond-San Rafael Bridge - Deck Rehabilitation | | | | | | | |
| Capital Outlay Support | 04152x | 9.0 | 4.0 | 4.0 | 0.0 | 0.4 | |
| Capital Right of Way | 041529 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Capital Outlay | 041524 | 33.0 | 16.9 | 16.9 | 0.0 | 0.0 | |
| Non-BATA Funding | | 0.0 | 4.0 | 4.0 | 0.0 | 0.0 | |
| Project (BATA) Contingency | | 11.4 | 0.1 | 0.1 | 0.0 | | |
| Total R-SR Bridge - Deck Rehab | | 53.4 | 25.0 | 25.0 | 0.0 | 0.4 | |
| Richmond Parkway (Non-Caltrans) | | | | | | | |
| Capital Outlay Support | non-Caltrans | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Capital Right of Way | non-Caltrans | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Capital Outlay | non-Caltrans | 5.9 | 5.9 | 5.9 | 0.0 | 3.9 | (g) |
| Total Richmond Parkway | | 5.9 | 5.9 | 5.9 | 0.0 | 3.9 | |
| Total Northern Bridge Group | | 1,123.9 | 1,669.1 | 1,694.7 | 25.6 | 1,131.1 | |

Notes

(e) Includes EA 01306*, 01307*, 0130A*, 0130C*, 0130D*, 0130F*, 0130G*, 0130H*, 0130J*, 0130X*

(f) Includes EA 04382*, 04383*, 0438U*

(g) Total reimbursements made to the City of Richmond for current allocation.

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details (cont'd)

| | EA Number | Baseline Budget Jun-00 | Current Budget Sep-04 | Current Forecast Sep-04 | Net Change | Expended to Date (7/98 - 08/04) | Note |
|--|--------------|------------------------------|-----------------------------|-------------------------------|---------------|---------------------------------------|------|
| Southern Bridge Group | | | | | | | |
| Project 6004 - San Mateo-Hayward Bridge Widening | | | | | | | |
| Widen Trestle | | | | | | | |
| Capital Outlay Support | 04501x | 7.9 | 21.3 | 21.3 | 0.0 | 21.4 | (h) |
| Capital Right of Way | 045019 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Capital Outlay | 045014 | 124.8 | 138.1 | 139.0 | 0.9 | 126.9 | |
| Total Widen Trestle | | 132.7 | 159.4 | 160.3 | 0.9 | 148.3 | |
| Widen Roadway | | | | | | | |
| Capital Outlay Support | 04503x | 4.3 | 6.0 | 6.0 | 0.0 | 6.0 | |
| Capital Right of Way | 045039 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Capital Outlay | 045034 | 29.2 | 26.1 | 25.5 | -0.6 | 25.5 | |
| Total Widen Roadway | | 34.5 | 32.0 | 31.4 | -0.6 | 31.4 | |
| Construct Mini Toll Plaza | | | | | | | |
| Capital Outlay Support | 04502x | 1.7 | 2.4 | 2.4 | 0.0 | 2.4 | |
| Capital Right of Way | 045029 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Capital Outlay | 045024 | 4.4 | 6.3 | 6.0 | -0.3 | 6.0 | |
| Total Mini Toll Plaza | | 6.1 | 8.6 | 8.4 | -0.3 | 8.4 | |
| Other Budgeted Capital | | | | | | | |
| Capital Outlay Support | | 1.6 | 4.7 | 4.7 | 0.0 | 4.1 | (i) |
| Capital Right of Way | | 0.5 | 1.5 | 0.5 | -1.0 | 0.5 | |
| Capital Outlay | | 8.9 | 8.6 | 5.5 | -3.1 | 3.5 | |
| Total Other Budgeted Capital | | 11.0 | 14.8 | 10.7 | -4.2 | 8.1 | |
| Total Capital Outlay Support | | 15.5 | 34.4 | 34.3 | 0.0 | 33.8 | |
| Total Capital Right of Way | | 1.5 | 1.5 | 0.5 | -1.0 | 0.5 | |
| Total Capital Outlay | | 167.3 | 179.1 | 175.9 | -3.1 | 161.9 | |
| Project (BATA) Contingency | | 19.3 | 2.5 | 0.7 | -1.9 | | |
| Total San Mateo-Hayward Bridge Widening | | 203.6 | 217.5 | 211.5 | -6.0 | 196.2 | |
| San Mateo-Hayward Bridge - West Approach Replacement Planting | | | | | | | |
| Capital Outlay Support | 04860x | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | |
| Capital Right of Way | 048609 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Capital Outlay | 048604 | 0.2 | 0.2 | 0.2 | 0.0 | 0.0 | |
| Project (BATA) Contingency | | 0.1 | 0.1 | 0.1 | 0.0 | | |
| Total SM-H Bridge West Approach Replacement Planting | | 0.4 | 0.4 | 0.4 | 0.0 | 0.0 | |

Notes:

(h) Includes EA 04501*

(i) Includes EA 00305*, 04504*, 04505*, 04506*, 04507*, 04508*, 04509*

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details (cont'd)

| | EA Number | Baseline Budget Jun-00 | Current Budget Sep-04 | Current Forecast Sep-04 | Net Change | Expended to Date (7/98 - 07/04) | Note |
|--|--------------|------------------------------|-----------------------------|-------------------------------|---------------|---------------------------------------|------|
| I-880/SR-92 Interchange Improvement | | | | | | | (j) |
| Capital Outlay Support | 23317x | 20.8 | 23.9 | 35.1 | 11.2 | 19.7 | |
| Capital Right of Way | 233179 | 8.0 | 9.9 | 9.8 | 0.0 | 0.0 | |
| Capital Outlay | 233174 | 70.3 | 85.2 | 84.7 | -0.5 | 0.0 | |
| Non-BATA Funding | | 0.0 | 9.6 | 9.6 | 0.0 | | |
| Project (BATA) Contingency | | 25.1 | 5.3 | 10.1 | 4.8 | | |
| Total I-880/SR-92 I/C Improvement | | 124.2 | 133.8 | 149.3 | 15.5 | 19.8 | |
| Dumbarton Bridge West Approach Projects | | | | | | | |
| US101/University Avenue Interchange Reconstruction (non-Caltrans) | | | | | | | |
| Capital Outlay Support | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Capital Right of Way | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Capital Outlay | | 3.8 | 3.8 | 3.8 | 0.0 | 3.7 | (k) |
| Total US-101/University Avenue | | 3.8 | 3.8 | 3.8 | 0.0 | 3.7 | |
| Bayfront Expressway (SR-84) Widening | | | | | | | (l) |
| Capital Outlay Support | 00487x | 4.4 | 8.6 | 8.6 | 0.0 | 7.9 | |
| Capital Right of Way | 004879 | 1.3 | 0.2 | 0.2 | 0.0 | 0.2 | |
| Capital Outlay | 004874 | 24.8 | 26.5 | 26.5 | 0.0 | 24.7 | |
| Project (BATA) Contingency | | 3.3 | 0.8 | 0.8 | 0.0 | | |
| Total Bayfront Expressway (SR-84) | | 33.8 | 36.0 | 36.0 | 0.0 | 32.7 | |
| Total Southern Bridge Group | | 365.7 | 391.4 | 400.9 | 9.5 | 252.5 | |

Notes:

(j) Includes EA 01601* and 01602*

(k) Total reimbursements made to the City of East Palo Alto for current allocation.

(l) Includes EA 01511* and 01512*

General Notes:

1. Capital outlay support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital right of way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital outlay includes construction bid items, supplemental construction work, state furnished materials, construction contingencies, and external third party agreements.

Appendix D – Construction Photos



Benicia Pier 8 Second Left



Benicia New Bridge Looking North



Benicia Falsework at Marina Vista



Benicia New Bridge – Completion of Abutment 1 Prestressing



Marina Vista Mainline Earthwork



Marina Vista Retaining Wall 4

Appendix D – Construction Photos (cont'd)



Operations Building



Toll Plaza – Toll Booth Formwork



I-780 to I-680 Looking West



Richmond-San Rafael Eastbound Trestle



Bayfront Expressway with Bike Path at Willow Ave.



Bayfront Mitigation Site

Appendix E – Construction Progress

